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1. The first step is to identify the variables that are being measured. In this case, the variables are the number of people who are employed, the number of people who are unemployed, and the total number of people in the labor force.

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The Daily Press.

HONGKONG, AUGUST 6TH, 1913.

The dramatically sudden ending of the rising against YUAN SHIH-KAI in Canton clearly shows how slight was the popular sympathy with the movement. So far as the civil population is concerned, it was made abundantly clear from the first that whatever opinions might be held regarding the conduct of the affairs of the country by the PRESIDENT, there existed an overwhelming consensus of opinion in the Southern Provinces—and in Canton particularly—against a recourse to civil war in the expectation that ideal government on republican lines could be obtained by such means. The troops alone have been the uncertain factor in the situation. It had, however, for days past been fairly obvious that a rabble soldiery such as Kwangtung possesses could not be counted upon to stand their ground after the first shock of battle. So long as the opposing force was not within measurable distance of the city, so long as pay in silver coins was forthcoming and the Governor-General was willing and able to entertain them with feasts, they were to all appearances loyal to his standard; but as the opposing force drew near, their simulated courage failed, or they formed a more correct estimate of the future possibilities for themselves and for the country at large. At the eleventh hour CHAN KWING-MING found himself deserted by the Army on which he had counted, not only to protect the independence of the province of Kwangtung, but to

furnish also a large force for the much-advertised Expedition "to punish" YUAN SHIH-KAI. While we can have no admiration for an Army which first proclaims itself disloyal to the constituted Government of the country and then within a month disloyal to the new masters it had sworn to serve, their desertion of CHAN KWING-MING and his cause is to be welcomed for the reason it has averted a good deal of bloodshed and brought the rising to an end sooner than it would have been possible to hope for, had they offered anything like a determined resistance to the forces which the PRESIDENT ordered to quell the revolt. More than sufficient harm has already been done by the criminal act of folly which CHAN KWING-MING committed at the bidding of a mischievous group of agitators animated by jealousy and hatred and utterly lacking the qualities which make for practical statesmanship. Thousands of peace-loving traders have been brought to the verge of ruin by the suspension of business and by the depreciation of the currency notes resulting from this act of madness. It is a matter for regret that the arch-rebels have managed to elude capture; though we can surely regard their future influence upon the populace as entirely negligible so long as the memory of this very bitter experience endures. The fact that there has been no serious fighting should enable the population of the city and the surrounding districts to settle down the more quickly to a resumption of their avocations—though the latest news suggests very strongly that the soldiery are getting entirely beyond control. We trust this may prove not to be the case, and we would vainly believe that it will be a long time before the people allow themselves to be again influenced to the same extent by a small but organised gang of sedition-mongers and self-seekers. It cannot be too strongly insisted that the foundation of all progress and development in China is peace and concord, and it must be recognised that the Perfect Republic in China can only be attained by long years of education, not merely political, but educational in its broadest sense. The true patriot in China to-day is the man who is ready and eager to assist the constituted authorities to put down piracy and brigandage with a firm hand, and at the same time to promote all practicable measures aiming at turning these ruffians into honest, industrious and law-abiding citizens. Until this is done, until true patriotism is fostered and developed and permeates the entire social organism, republican government is a dream beyond the pale of practical politics. It may be a worthy aspiration, but it can only be reached by slow progression, and not by a long jump.

There was a rainfall of nearly 32 inches at Baguio, the Philippine hill resort, on Tuesday, July 29th.

The report of the Hongkong and Shanghai Banking Corporation for the half year appears on page 6.

There were 23 cases of plague (21 fatal) in the Colony last week. The total since the first of January down to yesterday was 276.

Lieut. C. V. de G. Edye, 2nd Bn. Duke of Cornwall's Light Infantry, has been appointed Aide-de-Camp to Major-General F. H. Kelly, C.B.

The troops at Kowloon paraded yesterday for inspection by Major-General F. H. Kelly, C.B., the new General Officer Commanding the Troops in South China.

A Manila newspaper states that Mr. T. C. Welch and Mr. Farland, who have been in Hongkong for some time in connection with the Sotto case, will return to Manila to-morrow by order of the Governor-General.

The Supreme Court of Manila has confirmed the conviction of Ling Sing, a member of the crew of the *Rubi*, for "inhaling and smoking opium without permission," but modified the sentence to one of four months' imprisonment and a fine of 500 pesos.

Lieut.-Colonel A. C. Watson, 11th Rajputs, has been selected for appointment as Commandant of the 8th Rajputs at Hongkong, and will take up his duties early in September next. Lieut.-Colonel Watson joined the Wiltshire Regiment in 1888, and was appointed to the Indian Army in 1889. He took part in the Hazara Campaign of 1891 and for his services was awarded the medal and clasp.

SALE OF THE "WING HON."

The steamer *Wing Hon* which recently sank at her moorings in Macao Harbour, was sold in Hongkong at public auction yesterday by Mr. G. P. Lammert for \$43,000. The vessel is apparently little the worse for her submersion as she came to Hongkong under her own steam.

CANTON CRISIS RELIEVED.

CHAN KWING-MING IN HONGKONG.

Mr. Chan Kwing-ming, the fugitive Governor-General of Canton, arrived in Hongkong at noon yesterday on board the French gunboat *Vigilante*.

SHUM AT MACAO.

Shum Chen Huen, the fugitive "Generalissimo" of the rebel forces, is reported to be at Macao, a guest of Mr. Sun Mei, a brother of Dr. Sun Yat-sen.

It is believed that Mr. Chan Kwing-ming has also gone there from Hongkong.

and that Dr. Sun Yat-sen himself, who is said to be on the way down from Shanghai via Foochow, will also be going there.

THE ACTING TUTUH DISAPPEARS.

News reached the Colony late last night that General So, who had been appointed to act as Governor-General pending the arrival of General Lung, had disappeared and that a state of anarchy prevailed in the City. What this means precisely is not clear but as there was also an authentic report that Chan Kwai Wa, the Superintendent of Police, had sought refuge on the Settlement, it is to be feared that a serious situation has developed.

Later news, however, reported the city to be more peaceful. General Cheng, of the Artillery, consented to act as Provisional Tutuh, and the Police Superintendent returned to the City.

HOW THE TROOPS TURNED AGAINST THE TUTUH.

THE PROVISIONAL TUTUH'S PROCLAMATION.

CANTON, August 5th.

Yesterday afternoon, at about half-past three, news travelled all over the City that the independence of Kwangtung had been cancelled and that Chan Kwing-ming and Shum Chun Huen had quietly left Canton by the express train for Hongkong. [As a matter of fact neither of them travelled by train—En.] This welcome news gave unbounded joy and the relief of the people at being able to speak freely after the stringent prohibition of the liberty of speech can better be imagined than explained. Crackers were fired in abundant quantities and at 7 o'clock in the evening, when the news was definitely confirmed, the noise of crackers was deafening, the enthusiasm displayed by the people being even greater than on the occasion of the overthrow of the Manchus.

From the time this independence of Kwangtung was declared, the soldiers have been freely expressing disapproval of the ex-Governor-General's action and asserting loyalty to the Central Government. Chung Ding Kay, the Commander-in-Chief of the 1st Division, had reported this to Chan Kwing-ming on more than one occasion, but was severely reprimanded by Chan for his pains, and common report said Chung and several of his subordinate officers had been put under arrest. The climax, however, was not reached until the 2nd day of this month, when four sergeants belonging to the 2nd Division, declared themselves opposed to the independence of Kwangtung and were ordered by Chan Kwing-ming to be decapitated. A notice giving a list of these unfortunate officers' alleged crimes was ordered by Chan to be posted on the walls of the barracks. At this, the soldiers became incensed, but were calmed down by their officers. Yesterday afternoon, they became insubordinate again, and So Sun Cho, the Commander-in-Chief of the 2nd Division, took advantage of this opportunity to declare the declaration of independence abrogated. His action commanded the instant endorsement of the troops, who cheered him heartily and continuously as he made his short but much-welcomed speech. Thus the political farce was ended and the fear of the terrible fighting that had been threatening to take place in Canton, was banished from the minds of the public.

TUTUH'S YAMEN ATTACKED.
At 10 a.m. yesterday morning, some of the soldiers stationed near the Ngau Wong Temple opened fire on the Tutuh's Yamen, but no serious damage was done to the building. Upon hearing the firing of guns, Chan Kwing-ming is stated to have fled at once and, later, he was seen passing through Cheung Tong Street on horse-back, clad in an old long coat and wearing a straw hat. His whiskers had been shaved off, so it is reported.

Practically all of the officials in the Tutuh's Yamen fled at the same time as the Tutuh, taking away with them all the money that could be found, and the Yamen was in a state of tropy-turvydom.

Upon hearing this, Commander-in-Chief So immediately despatched two officers to advise the Chamber of Commerce of what had happened and a joint meeting of its members and those of other representative bodies was at once called, at which the cancellation of the independence of Kwangtung was unanimously endorsed and Commander-in-Chief So was unanimously elected Provisional Governor-General.

MORE DISTURBANCE.
At about four o'clock in the afternoon, several guns were fired and many rifles and muskets were also discharged by the soldiers encamped on the North Parade Ground. Pedestrians were fleeing hither and thither and the shops near by quickly closed their doors. No information has yet come to hand regarding this disturbance, but it is reported that it arose out of some misunderstanding. Beyond this no disturbance has been reported.

TELEGRAMS TO PEKING.
The Provisional Tutuh sent the following telegram to the President, the Cabinet, the Houses of Parliament and the War Office:—

"With the approval of the whole of the military circle, the declaration of independence has been cancelled and I have been elected by the Nine Charitable Institutions, the 72 Guilds and other circles as Provisional Governor-General and Civil Governor. I have just assumed my duties, and beg to report that the military and the public are very peaceful."

Telegrams in somewhat similar terms were despatched to all the other provinces and the district magistrates.

A CONFERENCE CALLED.
Provisional Tutuh So has sent out invitations to all circles to delegate representatives to the Tutuh's Yamen to attend a conference which is being held this afternoon. The main object of this meeting is to discuss the necessary steps to be taken to preserve the peace of Kwangtung.

THE PROCLAMATION.
Provisional Tutuh So has issued the following proclamation:—

"Whereas the independence of this Province has been cancelled and ex-Tutuh Chan Kwing-ming has gone away, and whereas I have been elected Provisional Governor-General and Civil Governor by the Chamber of Commerce, the Nine Charitable Institutions, the 72 Guilds, the Merchants' Association for Maintaining Peace, the Kwangtung Volunteer Corps, the Self-Governing Association and the Military and Police circles: I have to-day assumed office and have removed into the Tutuh's Yamen to perform my duties.

I request the soldiers and the people to obey the law and preserve order. If anyone should seek revenge or kill anybody in cold blood or, in general, disobey orders and create trouble, he shall be severely punished.

I, Sun Chao, have but little virtue and ability and am incompetent to fill my responsible office; but, as I have been elected by the various circles and in view of the present situation, I must, to the best of my ability, perform the difficult task. The full responsibility falls on me, so that I cannot but act righteously and impartially, and I hereby request the Military and the Police to take note of this."

REFUGEES REQUESTED TO RETURN.
The Chamber of Commerce and several other institutions have jointly issued a circular asking all refugees to return to Canton.

THE CANTON VOLUNTEERS.
The volunteers were on duty last night, and it is understood that they will continue to patrol the City every night until normal conditions have been restored.

WELCOMING GENERAL LUNG.
Messrs. Shum Pak Chu and Chan Gam Tsee (leading members of the Chamber of Commerce) sailed for Hongkong yesterday en route to Shui Hing to welcome General Lung Chai Kwong, who, it is said, will be appointed Commander-in-Chief of the Kwangtung Army.

THE CURRENCY.
Business instantly began to look up a little bit and Government notes were quoted at 72 per cent. their face value in relation to sub. coins, as against 68 per cent. before the news was circulated.

TROOPS RECALLED TO CANTON.
The troops sent from Canton to Sam-shai to oppose the advance of General Lung are being recalled.

CANTONESE SOLDIERS JOIN THE KWANGSI ARMY.

According to information brought by the river boats yesterday, 10,000 of the Cantonese troops passed over to General Lung's banner just before his expected arrival in Canton.

SEARCHING FOR THE FUGITIVE.

Owing to a rumour in circulation yesterday that Mr. Chan Kwing-ming was coming to Hongkong by the steamer *Honam*, a large crowd of people assembled on the Hongkong, Canton and Macao steamers' wharf to witness his arrival. But all were disappointed. Foremost amongst those to board the *Honam* when she made fast were a number of local Pressmen, who interrogated officers and passengers. One Chinese gentleman, who had the bearing of an official, and a large retinue of followers, was particularly singled out for an interview. He could not speak English, but an interpreter was soon found and the passenger subjected to a lot of questioning. He stated that all was quiet when he left Canton, and that he thought the trouble was over. When asked if he was an official in the late Government he seemed somewhat surprised, but denied the fact and hurried away.

The *Honam* brought down a much smaller number of passengers than the river steamers have been bringing lately, so it would appear that the exodus from Canton is practically at an end. Likewise, she had only an ordinary cargo, and an officer explained that most of the goods which Cantonese merchants and others wished to ship to Hongkong for safety had already arrived here.

The steamer *Wing On* arrived in port yesterday afternoon from Canton, bringing some 500 passengers. Her officers had nothing to report, all being quiet in the native city at the time of her departure.

CANTON TREASURER ARRIVES IN HONGKONG.

When the *Huangshan* arrived in port on Tuesday evening many members of the police force boarded her to look for Mr. Chan Kwing-ming, and their search for him was so keen that they all apparently overlooked the fact that there might be other Cantonese officials on board. The search for Chan Kwing-ming proved fruitless, but his wife was found to be amongst the passengers. An important personage who was entirely overlooked, however, was the Provincial Treasurer, Mr. Liu Cheong Kai, who landed with several secretaries and clerks.

INFILUX OF REFUGEES BY RAIL.

We understand that during the past eight days between 20,000 and 25,000 Chinese passengers have come to Hongkong by the Canton-Kowloon Railway.

REFUGEES FROM KAU KONG.

The West River steamer *Tai On*, which arrived in port early yesterday morning, brought a large number of Chinese women and children passengers from Kau Kong, a port near Samshui. She also brought on the passengers of the steamer *Shun Lee*, which was towed into Kowloon disabled. The *Tai On* had an uneventful voyage, that part of the Delta being quieter than usual and the traffic less. The Chinese gunboats continue to do patrol duty and convey the river steamers along the river.

POLICE ACTIVITY.

The activity of the police has been very noticeable during the last week. Both Superintendents and men have been watching the arrival of most steamers and have been frequently seen on the railway. On one occasion the Captain Superintendent of Police searched a train from the first carriage to the last in quest of fleeing Chinese officials.

THE EXACT VALUE OF FOOCHOW.

We take the following from the *Foochow Echo*:—

Having decided to throw in their lot with the Southern party, those who were responsible for this action cabled Yuan Shih-kai that Fukien was against him. There is grim humour in his reported reply:—"Of no interest, but do not touch the salt tax or the Customs."

There is food for reflection here, if those concerned have but the wit to see it.

At the thirty-ninth annual conference of the Road Mistress' Association, which was concluded at Cheltenham, a valuable protest was uttered against the unnecessary and burdensome multiplicity of examinations. Examinations cannot easily or conveniently be abolished altogether, but it is pretty generally recognised nowadays that they afford a very inconclusive test of mental capacity. As the president, Miss Douglas, said, for the formation of character and the ripening of talent, much less excitement and much more peace are needed in the schools.

The same assertion is true of the Universities. Examinations, no doubt, keep idle pupils up to the mark, but a private, rapid survey of work, something like the "collections" at Oxford, would have that effect. An examination is obviously not a bad thing in itself, but only becomes so when disproportionate importance is attached to it. A number of little examinations, the results of which were never published to the world, might even be advantageous. It is only when examination after examination is regarded as a mountain top after mountain top, climax after climax, that the true ends of education are apt to be forgotten.

MACAO.

[FROM OUR OWN CORRESPONDENT.]

ROBBERIES IN CITY.

The Colony is full of refugees, and one would suppose that the authorities would have seen to the efficient policing of the city. The truth is that the Colony was never so badly policed as it is at the present time. Robberies are frequently occurring in different parts of the city, and it seems vain to hope that cries for help will procure the assistance of a policeman. On Saturday night, after eleven o'clock, Mr. J. Braga, of the Victoria Cinematograph, was attacked near S. Domingo Street, as he was proceeding to his home. He was severely beaten and robbed of all his money and valuables he had upon his person. An alarm was raised, but no policeman came to his assistance. On the same night in S. Lourenco's Street there was another armed robbery, and here, too, no policeman was apparently within hearing of the calls for help. There was a similar occurrence at the "Volong." Unless the Governor sees that the City is more efficiently policed, I feel sure I shall have some sensational occurrences to report before long.

OPIUM-SMUGGLING.

"Yu-Cheng," the late opium farmers, just before the expiry of their contract seized on the premises of the Yao-seng (the new farmers) a great quantity of boiled opium, which, it is alleged, had been illicitly imported. Where this opium came from I am unable to learn. It came in casks and pots. According to the local regulations, the importation of boiled opium is prohibited except when special permission has been obtained. The case is now engaging the attention of the Court.

THE GUNBOAT.

It is reported that our river gunboat *Macao* is leaving for Canton to-day.

CORRESPONDENCE.

HONGKONG AND THE SABBATH.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."] Sir,—I wish to call attention to the fact that a certain act of jurisprudence prevents indulgence in sports in Hongkong on the Sabbath. It is supposed that the makers of such law deem that sports, indulged in on the Sabbath, are not conducive of good morals; another similar act of jurisprudence countenances saloons to remain open on the Sabbath, horse racing on the Sabbath, the operation of billiard tables on the Sabbath, and the existence of a few other things that are not conducive of good morals.

The baseball aggregation of the P.M.S.S. Manchuria, who cannot get off on any other day, attempted to play a game with the aggregation of the U.S.S. Wilmington on the Sabbath at the Happy Valley grounds, but were stopped by an official saying that sports were not allowed in Hongkong on the Sabbath. We ask, is it any more a refraction of the law for a game of baseball to be played on the Sabbath than a game of golf? Both are forms of diversion and amusement, though baseball gives pleasure for a score, while golf only to one. I again ask, if an exhibition of that good, clean-cut sport is any the less conducive of good morals than a game of golf?

The baseball game was not allowed to proceed, though our friends on the golf links were undisturbed. The ball game was not permitted on account of its being sacrilegious, but the same law that makes a game of baseball sacrilegious when played on the Sabbath countenances the saloons to remain open, the billiard tables operate, horse racing in season, and a few other things. Is it fair play?

"A LOVER OF JUSTICE, FAIRPLAY—AND BASEBALL."

THE OPENING OF THE PANAMA CANAL.

An interesting controversy has arisen about the first ship which is to pass through the Panama Canal. There is a strong movement in favour of giving a Spanish vessel the honour and of suggesting to the Spanish Government that it should send over a replica of the ship used by Balboa on the voyage in which he discovered the Pacific. Another idea is to let the *Fram*, the ship of Captain Amundsen's South Polar expedition, have the honour, while other people favour an American vessel, such as the *Nungara*, Admiral Peary's flagship.

LENGTHY CHINESE TRADING CREDIT.

A surprising feature of the import business of Harbin is the almost universal prevalence of the long credit system, states the Consular report dealing with China. Many Russian and Chinese storekeepers are supplied by German and Russian firms with goods on six, nine, and even fifteen months' credit. Some of the largest local stores obtain their supplies of American hardware and British goods through German and other Continental sources, because the latter are prepared to do business on the credit system, whereas the British and American manufacturers for the most part wisely demand cash on delivery or in advance.

TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE PEKING-HANKOW RAILWAY.

A BRIDGE SUBSIDES.

PEKING, August 5th.

There has been a wash-out on the Peking-Hankow Railway extending for forty miles, and a bridge has subsided.

SHANGHAI RED CROSS SOCIETY.

DONATION FROM THE PRESIDENT.

PEKING, August 5th.

President Yuan Shih-kai has sent a donation of \$20,000 to the Shanghai Red Cross Society.

[THROUGH REUTER'S AGENCY.]

PANAMA CANAL SHIPPING.

HUMOURED NEW BRITISH NAVAL CASE.

WASHINGTON, August 5th.

A report that Great Britain contemplates making a great Naval base at the Bermudas is keenly interesting official circles. It is stated that Great Britain enquired regarding America's plan to protect the Panama Canal routes, and it is suggested that this indicates an intention to safeguard the shipping through the Canal, as in the Mediterranean. The officials realise that the problem involves the very life of the Monroe Doctrine, as other European nations will probably follow Britain's lead.

LATER.

The Bermuda report, which the American Press is magnifying into a scare, is apparently based on the despatch of four cruisers to the West Indies, which the Admiralty announced weeks ago.

President Wilson, when interviewed, pointed out that Great Britain always had a naval station at Bermuda, and that she was now only strengthening her ships, and not her fortifications.

London papers state that the cruisers in question return home annually for the manoeuvres.

THE BALKANS.

ARMISTICE EXTENDED.

LONDON, August 5th.

A Bucharest telegram says that the Conference has extended the armistice for three days, and adjourned until the 5th inst.

BRITISH SUBMARINES MISSING.

LONDON, August 5th.

Two submarines participating in the Naval Manoeuvres are missing, and destroyers have left Rosyth in search of them. According to the Admiralty, the failure to report themselves is probably due to ignorance of the fact that the manoeuvres ended unexpectedly on Saturday.

THE CAWNPORE RIOTS.

SIMLA, August 5th.

Sir J. S. Meston, the Lieut.-Governor, visited the hospital at Cawnpore and enquired as to the condition of the wounded, and also visited the gaol, where the arrested number 100. It is believed that 20 were killed. There is no doubt that Moslem agitators caused the riots. Former municipal improvements have often necessitated much greater alterations, without serious objection. There is practically no excitement in Cawnpore generally, and moderate Moslems were arranging a deputation to the Lieut.-Governor. Meanwhile local Moslems are taunted by outside agitators, who held a mass meeting on Sunday with unfortunate results.

BRITISH COLUMBIA AND ORIENTAL IMMIGRATION.

VICTORIA (B.C.), August 5th.

The Premier of British Columbia, Mr. McBride, has declared that his Government could conceive of no Treaty right or influence entitling anybody to interfere in British Columbia's supreme authority in regard to the ban on Oriental immigration.

[THROUGH REUTER'S AGENCY.]

MEDICAL CONFERENCES IN LONDON.

LONDON, August 5th.

Besides the International Congress of Medicine of 5,000 delegates, including the world's most prominent doctors, which Prince Arthur of Connaught opens tomorrow, two other Medical Conferences are meeting in London.

Mr. Asquith yesterday, at Westminster, opened the Tuberculosis Conference of the National Association for the prevention of Consumption.

Mr. John Burns was the chief speaker at the English-speaking Conference on Infant Mortality at Caxton Hall.

Dr. Mackenzie of Brompton Hospital, and Dr. Sims Woodhead and others of Westminster contended that the partisans of Tuberculin had not made out their case.

EXPRESS TRAIN AND MOTOR CAR COLLIDE.

MILLIONAIRE KILLED.

NEW YORK, August 5th.

While the American millionaires Mr. William Vanderbilt, Mr. Osgood Pell and others were returning from a dinner party at Long Reach, an electric express dashed into Mr. Pell's car killing Mr. Pell, the chauffeur and a guest named Laimbeer. The latter's wife, who was a noted beauty, is badly hurt.

THE HOME RULE QUESTION.

LONDON, August 5th.

Sir Edward Carson inspected 3,000 drilled Clubmen, and addressed an open air demonstration at Portrush, at which he mentioned that there was a rumour that the Government had issued a warrant for his arrest, but he was certain that it would never be executed.

Inquiries in London do not confirm the report of the issue of such a warrant.

OIL FUEL V. COAL.

LONDON, August 5th.

Mr. Thomas, Chairman of the Cambrian Coal Combine, in a speech at Cardiff, said that the total quantity of oil in the world available for fuel was less than two per cent. of the production of coal, and oil would not take the place of coal in this or the next generation.

THE PIT FIRE NEAR GLASGOW.

TWENTY-TWO BODIES RECOVERED.

LONDON, August 5th.

Twenty-two corpses have been found in Cadder Pit, near Glasgow, where a terrible fire broke out. One man only was extorted alive.

A HUMANE BILL.

LONDON, August 5th.

Mr. Hobhouse has introduced a Bill prohibiting the importation of the plumage and skins of wild birds.

HOLIDAY FATALITIES IN ENGLAND.

LONDON, August 5th.

Twelve more bathing fatalities were reported in England on Monday.

YACHTING AT COWES.

A ROYAL SUCCESS.

LONDON, August 5th.

King George's *Britannia*, which has not raced since 1899, was an easy winner from scratch in the handicap for yachts over 75 tons at Cowes. The King and Queen and two of Their Majesties' children were aboard.

BOXING.

BOMBARDIER WELLS AGAIN SUCCESSFUL.

LONDON, August 5th.

Bombardier Wells knocked out Pat O'Keefe in the fifteenth round at Blackfriars.

MANILA AND THE HAMBURG-AMERIKA LINE.

From the Manila *Call* news:—"Commencing in October, 1914, the Hamburg-American line will inaugurate an East Asia passenger service in competition with the Norddeutscher Lloyd." was the substance of a message received by the insular collector of customs yesterday from the bureau of insular affairs in Washington. This information was sent to Washington by Theobald Diehl, European agent for the Philippine customs service, who recommends that the Philippine government and the allied chambers of commerce combined request that the Hamburg-American line have their vessels of this new service make Manila a port of call.

ANGLO-GERMAN TRADE IN 1912.

Sir Francis Oppenheimer, Commercial Attaché at Berlin, in his report on the trade of Germany in 1912, says that the figures of the German native and foreign trade show that the country had her full share in satisfying the universal hunger for merchandise. The value of the German export amounted to over 9,000,000,000 marks, against 8,200,000,000 in 1911; and the value of the German imports to 10,700,000,000 marks, against 10,000,000,000 marks in 1911. The German production of coal amounted to 177,000,000 tons, against 160,000,000 tons the year before; the German production of raw iron amounted to roughly 18,000,000 tons, against 16,000,000 tons; the German consumption of iron amounted to 10,400,000 tons, against 8,900,000 tons in 1911. The Balkan War damaged pre-eminently the export of German woolen goods, but it directly assisted the German export of automobiles, leather goods, and automobile supplies. The British German trade showed some remarkable changes. As far as the export from Germany was concerned raw beet sugar receded by 60 per cent. The export of rice receded by roughly 30,000,000 (double centner—220 lb.); the export of peeled rice receded by roughly 50,000,000. The German export of wheat increased by 110,000,000 in 1912, as the British milling industry could advantageously use the salt German wheat for blending. The export of oats increased by over 240,000,000. The import of wheat from Canada increased by

1,800,000,000, while the import from Australia receded by 500,000,000. The import of raw cotton from India receded by 250,000,000, that from Egypt by only 40,000,000. The import of Canadian apples decreased by nearly 50 per cent., the import of Australian apples increased by over 100 per cent. There was an increase of imported beef from the United Kingdom. In various industrial towns a lively interest has been aroused for frozen meat—but the import was impeded by the existing "meat laws" and their rigorous measures of control. The import of frozen mutton from Australia is possible, but it must be effected in whole carcasses. The continued high prices for native meat will bring this question of an Australian import to the fore. It will be assisted by the fact that the goods traffic between Australia and Germany has in recent years grown more lively, more especially as the number of sheep in Germany is rapidly declining.

The Library of St. John's College, Cambridge, where over three hundred volumes have been found mutilated, contains few books of special interest, apart from an edition *de luce* of the "Great Bible" of 1540, but architecturally it takes precedence of all college libraries, either at Oxford or Cambridge. The magnificent building was the benefaction of John Williams, Bishop of Lincoln, and Keeper of the Great Seal, and was completed in the early part of the seventeenth century.

THE MAGISTRACY.

CLOTHING STOLEN FROM A JUNK.

A Chinese was charged with stealing a quantity of clothing from a junk at Yaumati Bay, and was sentenced to one month's hard labour and four hours' stocks.

THE UNLUCKY NUMBER.

Before Mr. F. A. Hazeland yesterday, Inspector McHardy charged 13 men with gambling at No. 1, Man Ming Lane. The first man, alleged to be the keeper of the premises, was fined \$50 or one month, and the remainder were fined \$3 each, or ten days' imprisonment.

A SHIPPING COMPANY'S REPUTATION FOR GENEROSITY.

Fines of \$40, or in default one month's imprisonment, were imposed upon four Chinese: for being stowaways on board the *Kutsang*, bound from Singapore to Hongkong. One of the defendants coolly stated that he had heard that the shipping Company was pleased to grant free passages to Chinese who wished to return to their native land.

PROSECUTION UNDER THE STAMP ORDINANCE.

EMPLOYER'S LIABILITY FOR THE WRONGFUL ACTS OF HIS SHROFF.

Mr. C. D. Melbourne gave his decision yesterday in the case in which Messrs. Montrie & Co., Ltd., were charged, as the employers of a shroff who refused to duly stamp a receipt, with an offence under the Stamp Ordinance. His Worship said he found the defendant Company guilty, and asked the police if they pressed for a full penalty.

An officer replied in the affirmative.

Mr. P. W. Goldring, who appeared for the defence, said it seemed to him that it was a very ungracious thing that, owing to a dispute between a prominent member of the community and a business firm on a small matter of \$3.50 the police should ask for the full penalty. It was not as if the case amounted to a Crown prosecution, where the offence had been going on hundreds of times. It had not been suggested that they had done anything of the kind before. The shroff was supplied with an unlimited quantity of stamps, and received implicit orders to stamp all receipts over \$10. He did not know what more an employer could do. He thought nothing more than a warning should be given in the case. He felt that there was some difficulty in this case in regard to the findings at Home by which they would be bound. He thought they were not on all fours with Hongkong. It seemed to him that the police were acting most unfairly, and he suggested that it would be adequate if his Worship were to register a conviction and give a caution. Otherwise, people who were in business in the Colony would have to go out and see that their shroffs had stamped receipts, or employ a second shroff to follow up the first for the same purpose. His Worship would agree that Mr. Paine (the manager of the defendant firm) had acted perfectly bona-fide.

His Worship said he gave his evidence in a most straightforward manner, and he certainly believed everything he said.

Mr. Goldring also said the conditions in this Colony were utterly different to those prevailing at Home, and where everything was done on credit, as it was here, there was an enormous amount of work for the business people. The shroff had implicit instructions from his employers, and had admitted he was to blame. He asked his Worship merely to record a conviction—such as it was—and discharge the defendant with a caution, or inflict only a nominal penalty. The members of the Press were there, and it would go through the Colony, and someone would come along and get the law altered. It seemed to him that this was a case where a punitive fine should not be inflicted. Of course, had it been a private individual and not a limited Company he would have been able to go further.

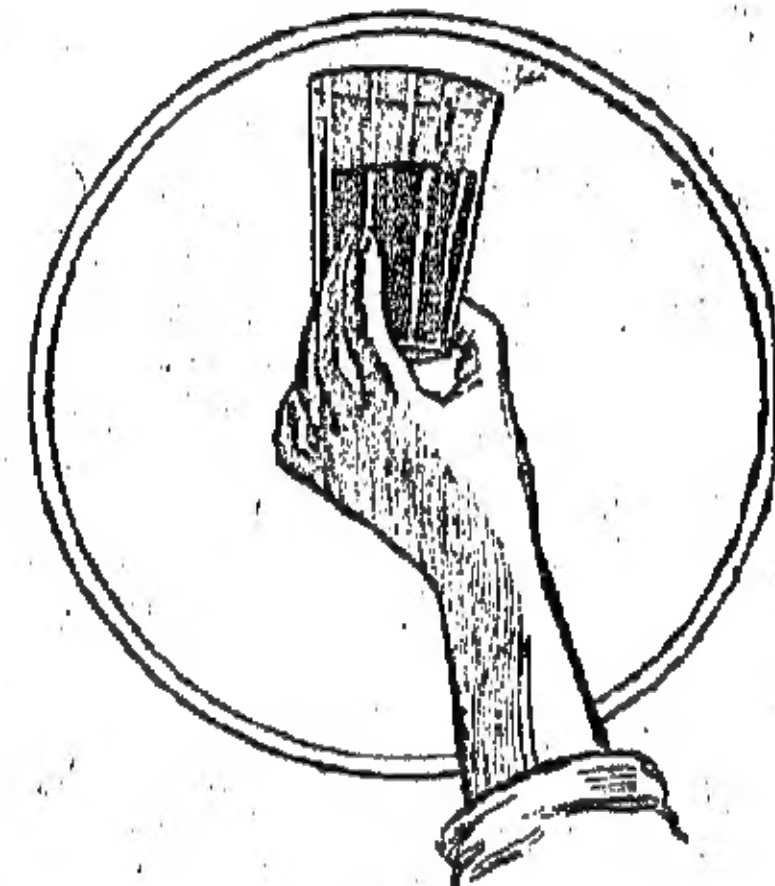
His Worship said he must inflict a fine and accordingly imposed a penalty of \$10.

THE JAVA-CHINA-JAPAN LINE.

The accounts of the Java-China-Japan Line of Amsterdam for 1912 show that the gross income, including the State subsidy, amounted to 1,792,993 florins, of which sum 35,348 florins were paid away as interest, 437,375 florins were written off for depreciation, 50,000 florins were set apart as an extra reserve, a reserve of 100,000 florins against losses on chartering was created, and a reserve of 150,000 florins was set apart as a repairing fund, so that a net profit of 1,020,240 florins remained, and a dividend of 8 per cent. is paid (against 6 per cent. for 1911). The report states that in the course of the year eleven voyages were performed in the China line and eighteen in the Japan line, as well as four in the combined line. Besides these, seven voyages were made outside of the contract. The good results realised last year, the directors add, are attributable principally to the flourishing condition of the freight market in Eastern Asia, and in the second half of the year business became so brisk

INTIMATIONS

THE BEST THE BREWER'S BREW



GUINNESS'S

"WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

HOWARD WATCHES.

THE AMERICAN WATCH

OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD

WATCH IS FIXED

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WRITE OR SEND FOR CATALOGUE

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PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unqualified by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

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NAPIER JOHNSTONE'S
SQUARE BOTTLE

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

APIOLINE
(CHAPOTEAUT)



LADIES' REMEDY.
For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
T. Bisco, St. John's Drops and Poincy royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURE FOR RHEUMATISM, GOUT, NEURALGIA, MIGRAINE, SCIATICA, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 2
CURE FOR BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 3
CURE FOR BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
A CURE FOR YOU.
INSIST ON HAVING THERAPION.

WEATHER REPORT

On the 5th at 11.30 a.m. - Pressure has decreased moderately at Weihaiwei, owing to the approach of a depression from westward. It has decreased slightly from S. Japan to the Philippines.

Depression lies to the north-east of the Bonins to the south of the Loochoos.

Hongkong: rainfall for 24 hours ending at 10 a.m. to-day, 0.15 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District	Forecast
Hongkong & Neighbourhood	Variable winds, moderate.
Formosa Channel	No. 2.
South coast of China between Hongkong and Loochoos	The same as No. 2.
South coast of China between Loochoos and Japan	No. 1.
Light or variable winds; cloudy, thunder showers.	

HONGKONG TIDE TABLE

From 6th to 12th August, 1913.

Days of Week	Days of Month	High Water		Low Water	
		Time	Height	Time	Height
Wed.	6	11.06	4.9	5.58	2.4
Thurs.	7	11.54	5.3	6.29	1.4
	8	05.55	4.4	6.6	2.5
Fri.	9	13.32	5.3	7.14	2.6
	10	21.35	5.3	7.58	2.7
Satur.	11	02.20	5.6	8.55	2.7
	12	03.46	4.7	8.35	3.4
Sun.	13	05.41	4.2	9.13	3.8
	14	06.48	6.2	02.24	4.0
Mon.	15	07.50	4.1	09.54	4.0
Tues.	16	08.20	6.5	1.25	1.5
	17	09.20	4.2	10.58	4.2

FOR SALE.
GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.
Apply—
MANAGER,
Hongkong Daily Press Office.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 5th.

THE KING ON AN "INDUSTRIAL TOUR."

This week the King is making an "industrial tour" of Lancashire and the North, much to the delight of the grimy factory towns, which have seldom had Royalty at such close quarters. In one matter the King is showing himself considerate in a way that every newspaperman appreciates. During this tour, of ten or twelve days, he and Lord Derby have shown themselves more than usually anxious that the correspondents should have every facility and consideration in reporting the proceedings. Clearly the King recognises the great part newspapermen play in modern life and feels that the best way he can come into touch with all his subjects is through the medium of the news that comes to every breakfast table. This action in Lancashire is in accord with his previous spirit, ever since his accession, and indeed before that event. The special correspondents who accompanied the then Duke and Duchess of Cornwall and York on their tour of the world on the *Ophir*, a dozen years ago were unanimous in their acknowledgments of the kindness of their future King. Two years ago His Majesty issued a special welcome to the Institute of Journalists on their visit to Balmoral, and still later, when a Royal Thanksgiving Service was held at St. Paul's Cathedral on the return of Their Majesties from India, he made some sharp comments on the unsatisfactory arrangements for the Press that the officials have ever since been careful to remember.

"EAT DAYS FOR LAWYERS."

These are fat days for lawyers, whatever other folk may have to say. There was the case for breach of promise against the new Marquis of Northampton, which brought to Miss Daisy Markham, the actress in question, a cool £50,000 as solatium. The young peer in a letter to her breaking off the engagement, told her he did not wish to marry her because that would expose her to much cruel treatment at the hands of "so-called ladies" in Society. This statement is the basis of much animated discussion in social circles and in the Press, and the defenders of Society are quoting with much effect several well-known cases of actresses who have leaped to high station and there have acquitted themselves so well as to make their way into very exclusive circles indeed. The case was settled by agreement for the huge amount mentioned, but an unusual array of Counsel were briefed, and it is said that the defendant will have to pay on that head nearly ten thousand pounds in addition to the sum the lady obtains. She is a singularly demure-looking lady, with a quick apprehension, who has filled many theatrical roles with average merit. I hear that the peer wanted to hand the money over to her, but took this legal method because that relieved him of possible squabbles with his family as to such a voluntary act. As for the actress, I hear that she has since had many proposals from theatrical managers.

Then there has been the great million will case in which Lady Sackville has emerged with £500,000 to her credit, in spite of the combined efforts of the relatives of the late Sir John Scott to prove undue influence. With that she will be well able to maintain her splendid home of Knole Park in Kent, which enshrines in a fitting setting many of the beautiful treasures that the lavish art lover who caused all this trouble collected during his lifetime. Lady Sackville has emerged perhaps a little damaged in the eyes of the ordinary public, but to the careful and impartial mind there was no other possible verdict, and as Mr. Justice Evans stated in his summing-up, it is very probable nothing would have come before the Court had the beneficiary in question been a man instead of a very fascinating and clever woman. Here again a few refreshers of Counsel seem amount to something like ten thousand pounds, and only the expenses of the executor, Mr. Carron, are allowed to come out of the estate. It may be, therefore, that the members of the Scott family are "sorry they spoke."

Solicitors are growing as restive as ordinary clients against the big fees that Counsel receive. The trouble is accentuated by the fact that a score or so of the learned gentlemen of the Bar attract the vast bulk of the briefs and the cash, while there are hundreds of their brethren yearning for opportunities to show their forensic skill. The president of the Law Society, Mr. Smisson, last year ventilated the matter, and this week he has made an interesting statement as to the steps solicitors are taking to bring about a reasonable change. Two points are receiving special attention. The first is a growing practice at the Bar to put in a request for an increase of fees owing to the discovery, after accepting briefs, that the spokesmen of the other side have been better paid. The second is that the battle between two branches of the legal profession principally turns on this contention—the insistence by the Bar on a fee of two-thirds for the junior Counsel. For some years now, I hear, solicitors have been setting their faces against the old method of marking junior briefs and the business world has been supporting the solicitors. In cases where "Silks" of front rank reputation are engaged at huge fees it seems hard on the unfortunate litigants that they should also have to pay two-thirds of that special figure to the juniors in the case. The Bar Council is still considering the question, but no compromise is in sight.

A STORY OF MR. GIBSON BOWLES.

A good story is in circulation concerning the recent Dover election necessitated by the regretted death of Mr. George Wyndham. The local Conservative association were in session, to select a candidate, when an insistent knocking was heard at the door of the room. There was a general cry of "Come in," whereupon a trim, thick-set man in white ducks and a peak cap made his appearance, displaying a very keen pair of eyes that quite obviated the necessity of a telescope under the arm to make a capital picture of a zealous yachtsman. "Good evening, gentlemen," said the newcomer, without more ado, "I'm Mr. Gibson Bowles." He explained that he had brought his yacht into the harbour with the aid of a pilot, "though a pilot was not necessary in my case," and had heard that the meeting

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GENTLEMEN'S OUTFITTERS
"SAXONE"

FOOTWEAR FOR GENTLEMEN

BOOTS \$11.00 SHOES \$10.00

SOLE AGENTS HONGKONG.

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WM. POWELL, LTD.

MONTERRAT
Lime-Fruit Juice.
Brings to your lips the juice of the lime fruit.
It is a drink that is always cooling and refreshing. The children love it. Order a few bottles to-day. Large supplies have been lately shipped from London.
MONTERRAT is sold by all leading Grocers.

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and For Kidney and Kindred troubles, bladder trouble, Gout, Gravel, Arthritis.
VICHY GRANDE-GRILLE For Liver trouble and Biliousness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED.
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

DINNEFORD'S
The Physician's Cure for Gout, Rheumatism, Gravel, and all Affections of the Urinary System.
Safest and most Effective Remedy for Regular Use.
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

was in progress. "Therefore," he is said to have continued, "I hastened to come and offer you my services. But you must take me or leave me without conditions. I think if you selected me you could put a little more fire into our leaders, so that they might come into our leaders." Then he quitted the room and the Deputy Conservative Premier to select the most ardent of Tariff Reformers, Viscount Duncannon, instead of the aggressive, spectacular, and erratic Free Trader, who, after his King's Lynn exploits, tried being a Liberal candidate for a spell.

LAWN TENNIS AT WIMBLEDON.

The lawn tennis finals at Wimbledon produced a match worthy of the occasion, and the fact that this pastime is again the vogue was proved by the record attendance. Anthony Wilding, the holder of the English championship for the past three years, came through as world's champion after an exciting struggle that needed all the optimism of his admirers to maintain confidence in the view of the whirlwind results of the play of the young American, M'Loughlin. Wilding's splendid match playing temperament stood him in good stead. He played with unwavering confidence and never showed the slightest ruffle over the American's rapidity. Then he discovered M'Loughlin's weak point and fed him with low volleys at his feet which prevented him getting into his beautiful overhead work. M'Loughlin's service was a shade less troublesome than usual, while Wilding's service worried him a good deal at times. But on the whole it was a finely contested game, with splendid rallies and beautiful drives. Though

NOTICES TO CONSIGNEES

FROM KOBE AND MOJI.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SARNOON & Co., Ltd., Agents.

Hongkong, 4th August, 1913.

[60]

M O U T R I E

The treasury of the world's best music

That's what the Victor-Victrola really is. It holds in store for you the best music of the entire world—the musical gems of the great masters, the latest popular music, everything you want.

All yours to enjoy whenever and as often as you wish. Doesn't that interest you? Wouldn't you like to hear your favorite selections on the Victor-Victrola? Come in at any time.

PRICES \$35 TO \$225.

EXCLUSIVE DISTRIBUTERS:
S. MOUTRIE & CO., LTD.

[629.3]

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Aug., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Aug., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th July, 1913.

[922]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "EMPEROR OF ASIA."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th Aug., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents, Moulton Line.

Hongkong, 30th July, 1913.

[924]

S.S. "YUNNAN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Anvers in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on an "ess" intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after 8th inst. at NOON will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst., or they will not be recognized.

All damaged packages will be examined on 8th inst., at 9 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERRE, Acting Agent.

Hongkong, 1st August, 1913.

[2]

FROM NEW YORK

THE H.A.L. Steamship

"AMBRIA,"

Captain Kniteby, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Kong Sigurd" from Bolnstrand.

Ex s.s. "Fruita" from Brannan.

Ex s.s. "Jarl" from Abus.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 4th August, 1913.

[943]

NOTICES TO CONSIGNEES

THE P. & O. S.N. Co's Steamer

"DELTA,"

Arrived Hongkong on 30th July, 1913.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:

From London, &c., or s.s. "Macodouin."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

F. A. HEWETT, Superintendent.

Hongkong, 31st July, 1913.

[1]

S.S. "CHILI,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Breton," "Beaue" and "Sidon" from Antwerp ex s.s. "Aragon" from Havre ex s.s. "Breton" and from Bordeaux ex s.s. "Verberckme" and "Vile de Loient" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 8th inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 12th inst., or they will not be recognized.

All damaged packages will be examined on the 8th inst., at 10 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERRE, Acting Agent.

Hongkong, 1st August, 1913.

[2]

FROM EUROPE.

THE H.A.L. Steamship

"BELGIA,"

Capt. Girard, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Kong Sigurd" from Bolnstrand.

Ex s.s. "Fruita" from Brannan.

Ex s.s. "Jarl" from Abus.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 2nd August, 1913.

[942]

SORE THROAT:

THE REMEDY DOCTORS USE.

Most people know that sore throat is caused by germs, which are inhaled from the air and multiply in the throat, where they manufacture their specific poison. To cure the throat, the germs must be killed.

The only thing which will do this is a powerful germ destroyer dissolved in the saliva. It must, however, be made active only at the moment it is dissolved.

Only one preparation has this unique property. It is the one doctors use for their own sore throats—proof that it is the best. This preparation is Wulff's Formant.

A physician explains, in *The Practitioner*, why doctors use it for themselves. He writes: "I have never had sore throat myself since I began to use Wulff's Formant, although I suffered periodically before."

Why doctors prescribe it for their patients is further explained in the same paper. The author states: "Having tried all the British Pharmacopoeia lozenges and most of the well-known proprietary antiseptic lozenges, I have become reduced to one, and one only (for sore throat), namely, Wulff's Formant."

Distinguished patients who have used Wulff's Formant are equally emphatic in their statements. Viscount Masserene and Ferrard writes: "I have found Wulff's Formant most effective for the cure of sore throat, which quickly disappears after using a few tablets."

Such testimony must convince everyone that Wulff's Formant is the best remedy for sore throat. All Chemists sell it, in bottles of fifty tablets. Refuse all substitutes, and insist on having Wulff's Formant, which is manufactured under a fully patented process. Messrs. A. Wulff & Co., 6, Kiuking Road, Shanghai, will send a free booklet on sore throat, written by a famous London doctor, to all who write for it, mentioning this paper.

[165-F. 235]

TO LET

TO LET.

(From 1st July, 1913.)

NO. 2 MOUNTAIN VIEW, THE PEAK.

Apply—
LINSTEAD & DAVIS.
Hongkong, 10th June, 1913. [780]

TO LET.

"RANFURLY," No. 11, Conduit Road.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 6th August, 1913. [65]

TO LET.

MODERN THREE-ROOMED FLATS

with every convenience, Hamphrey Buildings, Cornwall Avenue, Kowloon.
No. 2, MINDEN VILLAS, Moly Road, Kowloon, 3 Rooms, Tennis Court.
FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings, Hongkong, 24th July, 1913. [663]

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES, Nos. 12 and 14, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 6, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722]

TO LET.

THE GROUND FLOOR of No. 6, DES VOUEUX ROAD CENTRAL, consisting of a Strong Room and Outhouses suitable for Banking or Commercial Offices, ready for immediate occupation.

Apply to—
DAVID SASSOON & CO., LTD.
Hongkong, 4th July, 1913. [850]

TO LET.

ONE GODOWN, Duddell Street.

"HARTING," Austin Road, Kowloon.
Immediate possession.
"CRAIG EXETER," No. 4, The Peak, 6 Rooms, Tennis and Croquet Lawns; Fine Situation.
"MERION," No. 10, Peak, Furnished or Unfurnished, 6 Rooms Cheap rental.
To Let or For Sale, "GLENSHIEL," No. 124, Barker Road, Peak, 5 Rooms.
For Sale, "LADBROOKE," No. 9, Conduit Road, Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.
For Sale, "HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.
Apply to—LINSTEAD & DAVIS.
3rd Floor, Alexandra Buildings, Hongkong, 2nd August, 1913. [64]

TO LET.

ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.
REVISED BY THE MEMBERS.
PRICE - - - \$5.
DAILY PRESS OFFICE.
Hongkong, 25th June, 1913.

COMPANY REPORT.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The ninety-sixth report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 10th August, is as follows:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

GENTLEMEN,—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June, 1913.

The net profits for that period, including \$2,011,410.35, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$5,005,578.15.

The directors recommend the transfer of \$850,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$17,450,000.

They also recommend writing off Bank premises account the sum of \$250,000.

After making these transfers and deducting remuneration to directors there remains for appropriation \$4,490,578.15, out of which the directors recommend the payment of a dividend of two pounds sterling per share, viz., \$240,000, which at 1/11¹/₂, the rate of the day, will absorb \$2,438,095.24.

The balance \$2,052,482.91 to be carried to new profit and loss account.

STERLING RESERVE FUND.

The holding of £1,200,000 2¹/₂ per cent. Consols has been written down by \$28,000 to \$864,000, and now stands in the books at 72; "Other Sterling Securities" have also been written down to the extent of \$5,850.

To effect these adjustments and maintain the fund at £1,500,000, 3 per cent. exchequer bonds due 1930, to the face value of \$45,000, were purchased at 97¹/₂ and placed in the books at 83.

This expenditure, viz., \$43,918 11s. 11¹/₂d., was met out of the earnings of the half-year.

DIRECTORS.

Mr. F. H. Armstrong and the Hon. Mr. C. H. Ross having resigned their seats on leaving the Colony, Mr. P. H. Holyoak and the Hon. Mr. D. Landale have been invited to fill the vacancies; these appointments require confirmation at this meeting.

Mr. S. H. Dodwell has been elected Chairman for the remainder of the year, and the Hon. Mr. D. Landale Deputy Chairman.

AUDITORS.

The accounts have been audited by Mr. F. Maitland and Mr. J. W. C. Bonnar, the former acting for Mr. W. Hutton Fotts, who is absent from the Colony.

STANLEY H. DODWELL, Chairman.

Hongkong, 5th August, 1913.

ABSTRACT OF ASSETS AND LIABILITIES.

30th JUNE, 1913.

PAID-UP CAPITAL.....\$15,000,000.00
Sterling Reserve Fund.....15,000,000.00
Silver Reserve Fund.....17,200,000.00
Marine Insurance Account.....250,000.00

Notes in Circulation:—
(Authorized Issue against Securities and Coin deposited with the Crown Agents for the Colonies and their Trustees).....15,000,000.00

Additional Issue authorized by Hongkong Ordinances against Coin lodged with the Hongkong Government

Current Accounts:—
Silver.....118,642,085.73
Gold.....10,548,748.53

Fixed Deposits:—
Silver.....70,058,873.95
Gold.....42,484,019.70

Bills Payable (including Drafts on London—Banks, Call Loans and Short Sight Drawings on London Office against Bills Receivable and

Acceptances on Account of Constituents.....10,076,194.83
Profit and Loss Account.....5,005,578.15

Liability on Bills of Exchange rediscounted.....\$10,351,356

17s. 1d. of which \$7,865,491 3s. 6d. have since run off.

.....\$387,545,481.95

ASSETS.

Cash.....\$51,549,356.55

Coin lodged with the Hongkong Government against authorized and/or excess note circulation.....16,000,000.00

Bullion in Hand and in Transit.....11,072,634.61

Indian Government Rupee Paper.....1,367,919.12

Colonial and Other Securities.....12,635,538.24

Sterling Reserve Fund Investment, viz.:—

£1,200,000 2¹/₂ % Consols at 72.....£864,000

(of which £250,000 lodged with the Bank of England as a Special London Reserve).

£330,000 3 % Exchequer Bonds due 1930 at 93.....306,900

£496,500 Other Sterling Securities written down to.....329,100

.....£1,500,000

at ex 2¹/₂.....15,000,000.00

Bills Discounted, Loans and Credits.....139,140,340.13

Bills Receivable.....124,696,318.55

Liabilities of Constituents for acceptances, per contra.....10,076,194.83

Bank Premises.....6,107,119.92

.....\$387,545,481.95

DIVIDENDS.

MANILA RAILWAY.—Dividend of 1 per cent. on the Preference stock for the year 1912, as compared with a similar amount for 1911.

LINGEE PLANTATIONS.—First interim dividend on the Ordinary stock of 15 per cent. (actual) in respect of the year ending December 31st next. A year ago 33-1/3 per cent. was paid.

BOKIT RAJAH RUBBER COMPANY.—The accounts for the year ended March 31st last show an amount at credit of profit and loss of \$95,583. It is proposed to pay a final dividend of 25 per cent. on the Ordinary shares (making 125 per cent. in all), to place to depreciation \$25,000 and to carry forward \$7,208.

The report states that the crop of rubber secured was 618,374 lb., an increase compared with 1911-12 of 15,160 lb. The gross price realized in London was 3s. 11-1/2d., as compared with 4s. 11-1/2d. in the preceding year. The average yield over the area of young and old rubber was 304 lb. per acre, and the total area under rubber cultivation is approximately 3,770 acres.

The managers estimate the crops for the current year as follows:—Rubber 640,000 lb.; coffee, 182 piculs; coconuts, 110,000 nuts.

We are asked to state that the Rev. Foster Pegg, Chaplain to the Forces, will be glad to receive either at the Peak Hotel, or the Chaplain's Rooms, Scandal Point, papers, books, etc., for the home-going troops.

Give him Bovril

Because the Body-Building Power of Bovril has been proved to be from 10 to 20 times the amount taken.

116-2

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Cables used.—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 505, or 681.

NO. 1 DOCK.

Docking Length 515 ft.

NO. 2 DOCK.

Docking Length 376 ft.

NO. 3 DOCK.

Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic electric hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 98,248 square yards, or 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses. 1712

GENERAL PROFIT AND LOSS ACCOUNT.

30th JUNE, 1913.

To Amounts Written Off:—
Remuneration to Directors.....\$ 15,000.00

To Dividend Account:—
Dividend £2 per share on 130,000 shares—£240,000

at 1/11¹/₂.....2,438,095.24

To Transfer to Silver Reserve Fund.....250,000.00

To Transfer to Bank Premises Account.....250,000.00

To Balance forward to next half-year.....2,052,482.91

.....\$5,005,578.15

By Balance of Undivided Profits, 31st December, 1912.....\$2,011,410.36

By Amount of Net Profits for the Six Months ending 30th June, 1913, after making provision for bad and doubtful debts, deducting all Expenses and Interest paid and due.....2,994,167.80

.....\$5,005,578.15

STERLING RESERVE FUND.

To Balance, £1,500,000 at ex 2¹/₂ (invested in Sterling Securities).....\$15,000,000.00

.....\$15,000,000.00

By Balance 31st December, 1912, £1,500,000 at ex 2¹/₂.....\$15,000,000.00

.....\$15,000,000.00

To Balance, SILVER RESERVE FUND.....\$17,450,000.00

.....\$17,450,000.00

By Balance 31st December, 1912.....\$17,200,000.00

By Transfer from Profit and Loss Account.....250,000.00

.....\$17,450,000.00

N. J. STARR, Chief Manager.

A. CRAIG HYNES, Acting Chief Accountant.

STANLEY H. DODWELL, DAVID LANDALE, G. PRIESLAND, Directors.

We have compared the above statement with the books, vouchers and securities at the Head Office, and with the returns from the various branches and agencies, and have found the same to be correct.

F. MAITLAND, J. W. C. BONNAR, Auditors.

Hongkong, 5th August, 1913.

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from the bondholder's point of view resolves itself, in fact, into the question—How far will China's actual and potential resources meet her present liabilities and justify further loans? Nothing in the actual position at Peking, or in the recent financial operations of the Ministry of Finance, justifies us in giving an optimistic answer to this question. The Central Government, by its own admission, is unable to compel the provinces to make their accustomed remittances to Peking. Before the revolution these averaged, in opium and grain, 50 millions of taels a year. The amount actually remitted during the past year is reported as less than two millions. On the other hand, the provinces expect Peking to provide funds for the disbandment of local troops and for the redemption of vast quantities of paper money issued by the revolutionary leaders, and now circulating at a heavy discount. It is evident that a long time must elapse before fiscal and financial order can be restored, and that, in the meanwhile, the Central Government is likely to prefer the simple expedient of now leasing to the strenuous labours of reconstruction.

FOREIGN OFFICE POLICY.
Sir Edward Grey's policy in giving exclusive support to the British financiers associated in the Five-Power loan may be held to have attained its immediate object in restoring a measure of political stability and effective authority at Peking. As he explained in the recent debate on the Foreign Office Vote, it was most undesirable at this juncture that there should be political competition among the different nations represented in Peking. It is evident that the cohesion displayed by cosmopolitan finance in its support of Yuan Shih-kai has been a powerful factor in averting from China during the recent crisis the bankruptcy which must otherwise have resulted from financial anarchy in the provinces and a competitive scramble among European financiers. In Sir Edward Grey's own words, "So far as the present time and circumstances were concerned," the best of the two possible alternatives has been adopted.

The reorganization loan, however, is a political rather than a financial expedient, and admittedly can only effect a temporary alleviation of deep-seated evils. It enables China to discharge her accrued liabilities and gives Yuan Shih-kai something in hand wherewith to lubricate the creaking wheels of the Government machine. But it does nothing to secure any immediate regulation of the national finances; the interests of traders and bondholders have clearly been regarded as subordinate to those of international politics. There is, *pace* Sir Edward Grey, nothing in the loan agreement to secure fulfilment of the Foreign Office's avowed aims, nothing to ensure that "the money borrowed shall be spent in a way really remunerative to China," and there are no proper arrangements that "the security on which the loan is made will not disappear." The provisions therein made for control over expenditure by international advisers are as illusory as those of the Anglo-Govt. Railway loan agreement of 1908. Without horse, foot, and artillery, Sir Edward Dane can no more control the Salt Gabelle revenues than Herr Rump can secure the honest administration of the Loan Department. One Scotch accountant, invested with a proper measure of supervisory control, would be more effective than a dozen irresponsible advisers.

The condition of affairs at Peking clearly required desperate remedies. These have now been applied, but before the Foreign Office proceeds to sanction the further financing of China it is evident that the interests of British trade and British investors will require to be reconsidered, independently of the international political problems created by China's difficulties. Everything points to the certainty of further large borrowings in the immediate future, and therefore to the necessity for a definite statement of the British Government's policy and responsibility in encouraging the investment of British capital in China.

Sir Edward Grey has laid stress upon the inadvisability of allowing a competitive scramble to take place among the financiers of the different nations represented at Peking. Inasmuch, however, as Russia and Japan—two out of the five partners in the Quintuple Loan agreement—have no capital to lend, while the third (Germany) could not possibly finance China without the co-operation of the London and Paris markets, the argument, closely examined, loses much of the weight which has been given to it by the organizers of the *Consortium*. Competition among independent financiers might, for a time, provide Chinese officials with small loans highly unprofitable to China; it does so even now, and in spite of the official *Consortium*. But the adoption of a definite understanding between Great Britain and France in regard to Chinese borrowings such as that which was laid down in their Joint Note of 1909 and subsequently abandoned—policy primarily concerned with the protection of traders and investors—would do more to check these operations than further continuance in the policy of international loans dominated by political considerations. Looking to the future, it is evident that, so long as the Foreign Office's approval is given to Chinese Government loans, which offer unusual advantages to financiers, pay over 5 per cent. to bondholders, and provide ready money for the use of Chinese officials, the investing public will assume that the security is good and will look to the British Government to protect its rights in years to come. The process of borrowing, under these conditions, is likely to be accelerated; but every such loan must bring China nearer to the point of hopeless insolvency and inevitable repudiation.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* left Honolulu for Yokohama on the 26th July, where she is due on the 5th August.

The P.M. str. *Nile* sailed from Yokohama for Hongkong on the 29th July, between 10 a.m. and noon. The United States mail has been transferred to the O.S.K. str. *Canada Maru*, which is scheduled to arrive here on the 8th August.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 26th July, and may be expected here on or about 19th August.

MERCHANT STEAMERS.

The P. & O. str. *Nyanza* left Singapore for this port on the 1st August, at 3.30 p.m., and is due here on the 6th August, at about 4 p.m.

The O.S.K. str. *Canada Maru*, from Tacoma via Victoria and Japan ports, left Shanghai for this port on the 3rd August, at 11 a.m., and is due here on the 6th August, at noon.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Yokohama for this port via ports on the 27th July, and is expected here on the 5th August.

The G.N. str. *Minnesota* left Yokohama on the 28th July, via Kobe, Nagasaki and Manila, and may be expected here on or about 11th August.

The N.Y.K. str. *Iyo Maru* (European Line) left Colombo for this port via Singapore on the 31st July, and is expected here on the 13th August.

The N.Y.K. str. *Tamba Maru* (American Line) left Seattle for this port on the 15th July, and is expected here on the 17th August.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 29th July, and is expected here on the 31st August.

The Swedish East Asiatic Co.'s str. *Yaddo* left Gothenburg on the 23rd July, and is expected to arrive here on or about the 7th September.

The T.K.K. str. *Buho Maru* left Manila for Honolulu on the 28th July, and is due in Hongkong on the 30th September.

The N.Y.K. str. *Hirano Maru* (European Line) left London for this port via ports on the 18th July, and is expected here on the 26th August.

The str. *Chongkang* passed the Suez Canal on the 25th July for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD. *Kwangnam*, from Calcutta, is due in Hongkong 7th August.

SHIRE LINE, LIMITED. *Falls of Orkney*, from Pacific Coast, is due in Hongkong 14th August.

Den of Crombie, from London, is due in Hongkong 20th August.

Harpur, from Portland, is due in Hongkong 31st August.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	FROM HONGKONG calling at SHANGHAI, NAGASAKI, Kobe (via Inland Sea), YOKOHAMA and HONO-
MANCHURIA 27,000 tons, twin screws.	SAFETY.	LULU (the "Paradise of the Pacific) through Service (via Pacific) through Service (via
KOREA 18,000 tons, twin screws.	SPEED.	NEW YORK to Europe.
SIBERIA 18,000 tons, twin screws.		
NILE ... 11,000 tons.		
CHINA ... 10,200 tons.		
PERFIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Blue Keels.

The Cost: is not more by this route with its unrivalled opportunities for a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco the cost is but \$25. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$54 to London (return ticket \$90.10s.) and to San Francisco \$36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
NILE ... 11,000		SATURDAY, 16th Aug., at 3 P.M.
MONGOLIA ... 27,000		SATURDAY, 23rd Aug., at 1 P.M.
PERFIA ... 9,000		SATURDAY, 13th Sept., at Noon.
KOREA ... 18,000		SATURDAY, 20th Sept., at 1 P.M.
SIBERIA ... 18,000		SATURDAY, 4th Oct., at 1 P.M.
CHINA ... 10,200		TUESDAY, 14th Oct., at Noon.
MANCHURIA ... 27,000		TUESDAY, 21st Oct., at 1 P.M.
NILE ... 11,000		TUESDAY, 28th Oct., at 3 P.M.

Passengers holding through Tickets have the privilege of travelling by Train between Korea and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
16th Aug. ... NILE	18th Aug.	6th Aug. ... NILE	8th Aug.
13th Sept. ... PERFIA	15th Sept.	14th Aug. ... MONGOLIA	16th Aug.
14th Oct. ... CHINA	16th Oct.	2nd Sept. ... PERFIA	4th Sept.
23rd Oct. ... NILE	25th Oct.	10th Sept. ... KOREA	12th Sept.
25th Nov. ... PERFIA	27th Nov.	24th Sept. ... SIBERIA	26th Sept.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Plaz). TELEPHONE No. 141.
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND AUSTRALIEN	On 11th Aug. at 7 A.M.	
YOKOHAMA	Capt. —	
MARSEILLES VIA PORTS	On 12th Aug. at 1 P.M.	
TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.		
Through Tickets to LONDON via PARIS, from \$27.10 up to \$71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.		
For further particulars apply to	S. O. DE BUSSIERRE, ACTING AGENT,	QUEEN'S BUILDING.

THE BANK LINE. LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 30th August. Connecting with "TYMERIO" 12th Sept.
From Colombo: 12th Sept.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 18th August.
S.S. "DILWARRA," 5,325 tons, Captain G. N. Ramo, R.N.R., will be despatched to KOBE & MOJI, (Yokohama if sufficient inducement offers) on 24th August.

WESTWARD.

S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 7th August at 5 P.M.
S.S. "JAPAN," 6,015 tons, Captain C. P. Selden, will be despatched as above on 9th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 6th August, 1913.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	CANTON TO HONGKONG.
WEDNESDAY, 6th August, 1913.	
8 a.m. "FATSHAN."	8 a.m. "HEUNGSHAN."
9 p.m. "KINSHAN."	2 p.m. "HONAM."
10 p.m. "HEUNGSHAN."	5 p.m. "FATSHAN."
THURSDAY, 7th August, 1913.	
8 a.m. "HONAM."	8 a.m. "KINSHAN."
9 p.m. "FATSHAN."	2 p.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "HONAM."

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776. Night steamers Call No. 775.

S.S. "SUI TAI," Tons 1651.	S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.	
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.	

EXCURSION TO MACAO.
SUNDAY, 10th August, 1913.
The Company's Steamship
"SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. "SALINAI," 568 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Plaz.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.
New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.
AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra. Daily, tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.
WESTERN PACIFIC—DENVER AND RIO GRANDE.
The T.P.K. line connects at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.
C. LACY GOODRICH, GENERAL ORIENTAL AGENT, 75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.) MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tip, no inside Cokins. Doctor Stewards, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), 250 1st, 250 2nd, 219 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 2nd Sept.
These Steamers are fitted with comfortable one class accommodation, for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I 49.15, II 20.15, BY ST. GOTTHARD EXPRESS.
Via Venice, Milan, St. Gotthard, Lucerne, Biele, Laon, Calais or Boulogne, Class I 28.15, II 26.15, BY SEMMERING EXPRESS.
Via Vienna, Cologne, Brussels, Ostend, Dover Class I 29.15, II 26.15, BY TAVERN EXPRESS.
Via Munich, Cologne, Frankfurt or Flushing, Class I 27.15, II 25.15.
TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 6 a.m.
FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.
TO KOBE via SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 6th August.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents, Hongkong, 2nd August, 1913. Prince's Building.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMER TONS DATE OF SAILING
SHANGHAI, YOKOHAMA, "YEDDO" 7,200 On 7th Sept.
Kobe and MOJI ...
For Freight and further Particulars, apply to
ARTHUR NILSSON & CO., YORK BUILDINGS, Top Floor.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	FLYNNOW
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20
ARCADIA ...	August 30	MACEDONIA ...	SATURDAY	FRIDAY
DEVANHA ...	Sept. 13	MALWA ...	Sept. 27	Oct. 3
ASSAYE ...	Sept. 27	MOULTAN ...	Oct. 11	Oct. 17
CHINA ...	Oct. 11	MOOREA ...	Oct. 25	Oct. 31
DELTA ...	Oct. 25	MOOREA ...	Nov. 8	Nov. 14
INDIA ...	Nov. 8	MAHORA ...	Nov. 22	Nov. 28
		MOLDAVIA ...	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.
FARES TO LONDON:
1st SALOON \$71.10 SINGLE, \$102.14 RETURN.
2nd "48.10 "72.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	LONDON	ABOUT
About	About	About	About
SIMLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 3
NANKIN ...	September 3	October 9	Oct. 18
NYANZA ...	September 17	October 24	Nov. 2
NOBE ...	October 1	Nov. 5	Nov. 15
NILE ...	October 15	Nov. 19	Nov. 29
SYRIA ...	October 29	Dec. 2	Dec. 11
SUMATRA ...	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.
FARES TO LONDON:
1st SALOON \$55.10 SINGLE, \$82.10 RETURN.
2nd "38.10 "62.10
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—
E. A. HEWITT,
SUPERINTENDENT

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HITACHI MARU Capt. Yamawaki, 13,000	13,000	WED'DAY, 13th Aug., at Night
	MIYAZAKI MARU Capt. Soyeda, 16,000	16,000	WED'DAY, 27th Aug., at Daylight
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	SHIDZUKA MARU Capt. Iizawa, 12,500	12,500	TUESDAY, 12th Aug., at 4 P.M.
	TAMBA MARU Capt. Teranaka, 12,500	12,500	TUESDAY, 25th Aug., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 9,500	9,500	WED'DAY, 27th Aug., at Noon
	KUMANO MARU Capt. M. Winkler, 9,500	9,500	WED'DAY, 24th Sept., at Noon
CALCUTTA via SINGAPORE, PENANG & RANGOON	KANAGAWA MARU Capt. Machida, 12,500	12,500	SATURDAY, 9th August
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Richards, 6,000	6,000	MONDAY, 18th August
Kobe and YOKOHAMA	IYO MARU Capt. Hirao, 12,500	12,500	THURSDAY, 14th Aug., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. Noguchi, 12,000	12,000	MONDAY, 18th August
	WAKASA MARU Capt. Nielsen, 12,500	12,500	SATURDAY, 9th August
NAGASAKI, KOBE & YOKOHAMA	KAMAKURA MARU Capt. T. Hori, 12,000	12,000	MONDAY, 13th August

§ Fitted with New System of Wireless Telegraphy.
† Cargo only

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd „ ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 1241.

(11-12-13)

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	SIMLA Capt. G. Phillips	4 P.M. 7th Aug.	Freight and Passage.
SHANGHAI, KOBE, NANTAN, AND YOKOHAMA	ARCADIA Capt. H. N. Rivers, R.N.	About 7th Aug.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	About 14th Aug.	Freight and Passage.
LONDON via USUAL PORTS DELTA or CALL	DELTA Capt. E. P. Martin, R.N.	Noon 16th Aug.	See Special Advertisement.

* Last tender will leave the P. & O. Jetty at 3.30 P.M.
All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th August, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	TEAN	On 5th Aug., 4 P.M.
SHANGHAI	ANHUI	On 7th Aug., 6 P.M.
HOIHOW & HAIPHONG	KAIFONG	On 9th Aug., 10 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	HUIHOW	On 9th Aug., Noon
SHANGHAI	CHENAN	On 9th Aug., Noon
MANILA, CEBU and ILOILO	CHINHUA	On 12th Aug., 4 P.M.
SHANGHAI	LUOHOW	On 14th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest of Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUOHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray P. at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 6th August, 1913. TELEPHONE 36. AGENTS

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	30th August	On 16th Aug., 11 A.M.
ALDENHAM	25th September	On 19th Sept., 11 A.M.
ST. ALBANS		On 31st Oct., 11 A.M.
EASTERN		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
8 GENTS.**HAMBURG-AMERIKA LINIE**IN CONNECTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. SCANDIA	14th Aug.
S.S. SENEGAMBIA	26th Aug.
S.S. UCKERMARK	28th Aug.
S.S. LIBERIA	11th Sept.
S.S. ARABIA	23rd Sept.

For Further Particulars, apply to—

HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. PREUSSEN	12th Aug.
FOR HAVRE, DUNKERK, ROTTERDAM & HAMBURG:	
S.S. BEHMUDA	18th Aug.
FOR MARSEILLES & HAMBURG:	
S.S. SAXONIA	22nd Aug.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SILESIA	26th Aug.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or):	
S.S. UCKERMARK	27th Aug.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SUEVIA	4th Sept.

HAMBURG-AMERIKA LINIE,
Hongkong Office.**DOUGLAS STEAMSHIP CO., LD.**
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"JAITAN"	Capt. J. S. Ross	FRIDAY, 8th Aug., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). During the Months of July and August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 1st August, 1913.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	B. Best	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	10,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).**OSAKA SHOSEN KAISHA.**REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

In Connection at TACOMA and SEATTLE with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
FOR VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	DATE OF SAILING.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kanno	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETENHAM,
PENANG & COLOMBO.

STEAMER	CAPTAIN	DATE OF SAILING.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	DATE OF SAILING.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	DATE OF SAILING.
"KAIJO MARU"	X. Yamamoto	WEDNESDAY, 13th Aug., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	DATE OF SAILING.
"DAIGI MARU"	S. Tokunaga	SUNDAY, 10th Aug., at Noon.
"SHOSHU MARU"	T. Pachigami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	DATE OF SAILING.
"SOSHU MARU"	K. Tashiro	FRIDAY, 8th Aug., at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	DATE OF SAILING.
"SOSHU MARU"	K. Tashiro	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

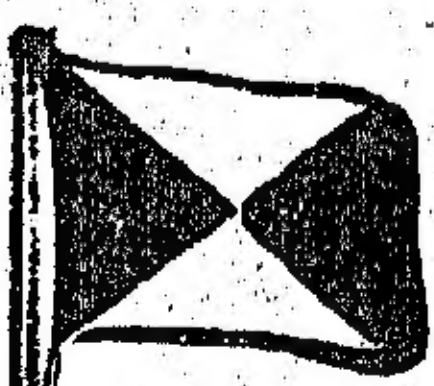
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central). For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building

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**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 6th Aug., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Aug., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHERMAN, TOMES & Co. General Managers.

Hongkong, 2nd August, 1913.

PHILIPPINES S.S. Co.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 58' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK"

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JAVA-CHINA JAPAN LIJNREGULAR FORENIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of August	SHANGHAI	First half of August
TJIMANOE	JAPAN	First half of August	JAVA	First half of August
TJITAROEN	JAVA	Second half of August		
TJIPANAS	SHANGHAI	Second half of August	JAVA	Second half of August
TJILIWONG	JAVA	Second half of August	SHANGHAI	First half of September
TJILATJAP	JAVA	First half of September	JAPAN	First half of September
TJIBODAS				

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports or through bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.

Hongkong, 1st August, 1913.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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NORDDEUTSCHER LLOYD. BREMENIMPERIAL GERMAN MAIL
LINES.

FOR

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA

MANILA, YAP, MARONNI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE

Kobe and Yokohama

JESSELTON, KUDAT and SANDAKAN

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HONGKONG, 25th July, 1913

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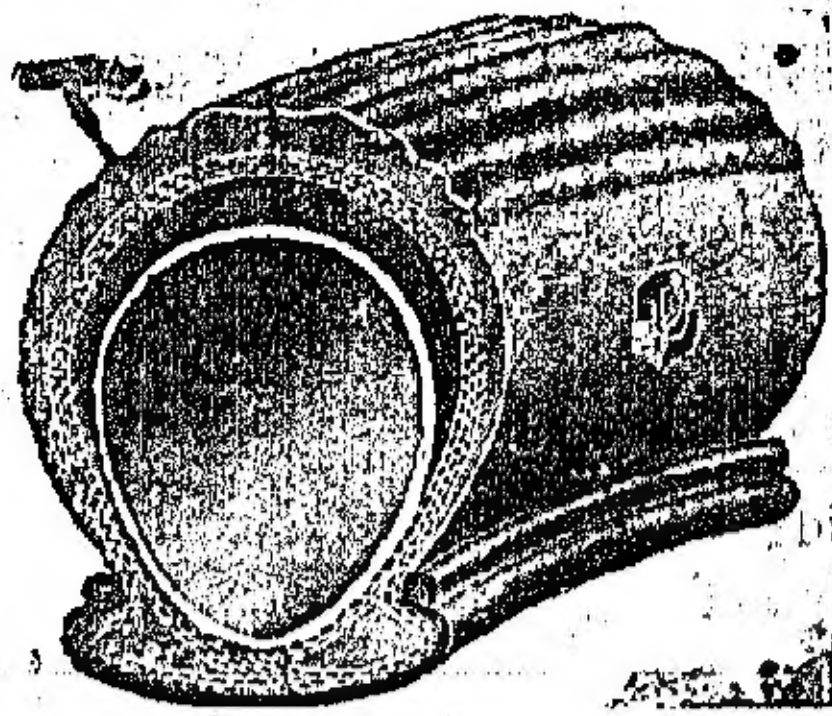
FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

664

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Hongkong, 4th August, 1913.



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HUGO C. A. FROMM.

Hongkong, 4th August, 1913.

NOTICE POST OFFICE

The Canada Mail, with the American Mailer Nils, and the Mail from London (via Siberia) of Friday, the 18th July, is due to arrive here to-day, at about noon.

FOR	PER	DATE
STRAITS, BURMAH, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via NAPLES	Yorck	Wednesday, 6th, 11:00 A.M.
Holow, Hongkong, Shanghai, North China, and Japan via Kobe	Johanne	Wednesday, 6th, 11:00 A.M.
Shanghai, North China, and Japan via Kobe	Belgravia	Wednesday, 6th, 11:00 A.M.
Shanghai and North China	Ambrisa	Wednesday, 6th, 11:00 A.M.
SHANGHAI, NORTH CHINA, AND JAPAN VIA NAGASAKI	Hangsang	Wednesday, 6th, 11:00 A.M.
(EUROPE VIA SIBERIA)	Blatow	Wednesday, 6th, 11:00 A.M.
Macao, Shanghai, North China and Japan via Kobe	Sui Tai	Wednesday, 6th, 1:15 P.M.
Shanghai and North China	Colonbo	Wednesday, 6th, 2:00 P.M.
Japan via Kuchino and Kobe, Victoria, Tacoma, Vancouver and Seattle	Monmouthshire	Wednesday, 6th, 2:00 P.M.
Philippine Islands	Cyclops	Wednesday, 6th, 3:00 P.M.
Shanghai, North China, and Japan via Kobe	Zafiro	Wednesday, 6th, 3:00 P.M.
Tientsin	Kutang	Wednesday, 6th, 5:00 P.M.
Holow, Haiphong, Pakhoi and Saigon	Chapshing	Thursday, 7th, 10:00 A.M.
	Hongkong	Thursday, 7th, 11:00 A.M.
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA VIA SAN FRANCISCO	Chiyo Maru	Thursday, 7th, 10:00 A.M.
(EUROPE VIA SIBERIA)		Thursday, 7th, 10:00 A.M.
Formosa via Keelung, Japan via Moji, Victoria and Tacoma	Chicago Maru	Thursday, 7th, Noon
Macao	Sui Tai	Thursday, 7th, 1:15 P.M.
Straits and India via Calcutta	Avastoon	Thursday, 7th, 2:00 P.M.
Shanghai and North China	Anthe	Thursday, 7th, 3:00 P.M.
Straits and Ceylon	Simla	Thursday, 7th, 3:00 P.M.
Swatow, Amoy, and Formosa via Aping	Sui Tai	Friday, 8th, 10:00 A.M.
Swatow, Amoy and Keelung	Haiken	Friday, 8th, 11:00 A.M.
Straits and India via Calcutta	Musang	Friday, 8th, 11:00 A.M.
Macao	Hopsang	Friday, 8th, 11:00 A.M.
Japan via Yokohama and Kobe	Nansang	Friday, 8th, 1:00 P.M.
Holow, Haiphong, Pakhoi and Saigon	Sui Tai	Friday, 8th, 1:15 P.M.
Philippine Islands, Yap, Angaur, Samar, Maroun, Friedrich Wilhelmstadt, Rabaul, Herbertshohe, Matsui, Tasmania, New Zealand, S. and W. Australia via Brisbane	Hoku-shika Maru	Friday, 8th, 4:00 P.M.
Weihsaiwei, Chefoo and Tientsin	Kaifong	Friday, 8th, 5:00 P.M.
Yuenang	Prinz Sigismund	Saturday, 9th, 8:00 A.M.
Macao	Huichow	Saturday, 9th, 11:00 A.M.
Shanghai and North China	Yuenang	Saturday, 9th, 1:00 P.M.
(EUROPE VIA SIBERIA)	Sui Tai	Saturday, 9th, 1:15 P.M.
	Chenai	Saturday, 9th, 5:00 P.M.

SAIGON, STRAITS, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via MARSSELLES (Late Letters 11 to Noon Extra postage 10 cents)	Amazona	Tuesday, 12th, 10:00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Straits and India via Calcutta	Yatshing	Tuesday, 12th, 1:00 P.M.
Philippine Islands	Chin-hua	Tuesday, 12th, 3:00 P.M.
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, UNITED STATES, SOUTH AMERICA, and CANADA VIA VANCOUVER (EUROPE VIA SIBERIA)	Empress of Asia	Wednesday, 13th, 10:00 A.M.
Shanghai and North China	Huichow	Thursday, 14th, 11:00 A.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	Empire	Thursday, 14th, 3:00 P.M.
	Loongang	Saturday, 16th, 10:00 A.M.
		Saturday, 16th, 1:00 P.M.

COMMERCIAL

CLOSING QUOTATIONS August 5th

ON LONDON:	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	1/11 1/2
Bank Bills, at 4 months sight	2/-
Credit, at 4 months sight	2/-
Documentary Bills, at 4 months sight	2/-
ON PARIS:	
Bank Bills, on demand	250/1
Credit, at 4 months sight	55/1
ON GERMANY:	
On demand	202/1
ON NEW YORK:	
Bank Bills, on demand	43/1
Credit, at 60 days sight	49/1
ON BOMBAY:	
Telegraphic Transfer	148/1
Bank, on demand	149/1
ON CALCUTTA:	
Telegraphic Transfer	148/1
Bank, on demand	149/1
ON SHANGHAI:	
Bank, at sight	73
Private, 30 days sight	73 1/2
ON YOKOHAMA:	
On demand	97
ON MANILA:	
On demand	97 1/2
ON SINGAPORE:	
On demand	85
ON BATAVIA:	
On demand	119 1/2
ON HAIPHONG:	
On demand	12 1/2 p.m.
ON SAIGON:	
On demand	12 1/2
ON BANGKOK:	
On demand	77 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.60
GOLD LEAF, 100 fine, per tael	\$52.40
BAS SILVER, per oz.	7 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$7.12 discount
Chinese	10 "	\$7.08 "
Hongkong	20 "	\$7.00 "
Hongkong	10 "	\$7.15 "

MAILS VIA SIBERIA.

London	Due
July 12th	August 4th
July 19th	August 7th

SHARE LIST—QUOTATIONS.

HONGKONG 5TH AUGUST, 1913.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS	RETURN ON BASIS OF LAST DIV.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$800	5 1/2 p.c.
China Bank Corporation, Limited	50,000	\$12	all	\$10 1/2	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4	7 1/2 p.c.
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$3	7 1/2 p.c.
COTTON MILLS—					
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Ts. 50	all	Ts. 124	5 p.c.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7 1/2, ad. & buy	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$2 1/2, buyers	5 p.c.
DOCKS AND WHARVES—					
Hongkong & Wharves Co., Ltd.	60,000	\$50	all	\$9 1/2	5 p.c.
Hongkong & Wharves Co., Ltd.	50,000	\$50	all	\$9 1/2, sellers	5 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$9 1/2, sellers	7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	Ts. 100	all	Ts. 54, buyers	7 1/2 p.c.
S'hai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$5.50, buyers	4 p.c.
Green Island Cement Co., Limited	60,000	\$10	all	\$70	5 p.c.
Hongkong Electric Co., Limited	12,000	\$50	all	\$124, buyers	5 p.c.
Hongkong Hotel Company, Limited	8,000	\$25	all	\$91, buyers	5 p.c.
Manila Metropole Hotel Limited	15,000	\$5	all	\$8, sellers	5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$160, sellers	9 1/2 p.c.
Hongkong Ice Manufacturing Co., Ltd.	60,000	\$10	all	\$5, sellers	9 1/2 p.c.
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$1, sellers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1	all	7 1/4, buyers	
INSURANCES—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$377, ad. & buy	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$147, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$350	\$50	\$155, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Ts. 137 1/2, buyers	6 1/2 p.c.
Union Insurance Society, Limited	12,400	\$350	\$100	\$785	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$195, sellers @	
LAND AND BUILDINGS—					
Hongkong Land Reclamation Co., Ltd.	50,000	\$100	all	\$115, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$20	
Hongkong Land Reclamation Co., Ltd.	150,000	\$40	all	\$4, ad. & buy	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$45, buyers	7 1/2 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Ts. 50	all	Ts. 95	
West Point Building Co., Limited	12,500	\$50	all	\$72	5 1/2 p.c.
Maatschappij tot Mijn. Busch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Ts. 25	
MINING—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	30 1/2, buyers	
Hoswood Tin and Rubber Estate, Ltd.	822,000	\$2	all	3/6	
Back Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$1.10, sales	
French Mines, Limited	160,000	\$1	all	\$6 1/2	
Peak Tramways Co., Limited	25,000	\$10	all	\$10	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	all	\$2.90	
Palpes et Papeteries de Tonkin Societe des	75,000	\$10	all	\$1	
REFINERIES—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$93, sellers	3 p.c.
London Sugar Refining Co., Limited	7,000	\$100	all	\$35, sellers	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$5 1/2, buyers	7 1/2 p.c.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$24, x div. buy	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$80	\$8.10s.
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	10 1/2	6 p.c.
Star Ferry Company, Limited	50,000	\$10	all	\$35, buyers	3 1/2 p.c.
South China Morning Post, Limited	50,000	\$2 1/2	all	\$22	
Steam Laundry Company, Limited	20,000	\$5	all	\$4, buyers	
STONES AND DISPENSARIES—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Gande, Price & Co., Limited	15,000	\$10	all	\$5	
Powell, Wm., Limited	15,000	\$7	all	\$11	
Watson & Co., A. S. Limited	90,000	\$10	all	\$8, sales	
Weissmann, Limited	3,300	\$10	all	\$31, buyers	
United Asbestos Oriental Agency, Ltd.	9,900 ordy.	\$10	\$4	\$9 1/2	8 p.c.
Union Waterboat Co., Limited	1,000 shares	\$10	all	\$50	
	50,000	\$10	all	\$17 1/2, sellers	5 1/2 p.c.
Para Rubber in London					3 1/2 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Ts. 767,200.	Ts. 250	7 1/2 p. annum	Par.

TO-DAY
Neon-Geo. Fenwick & Co., Ltd. Second Annual General Meeting at the Offices of the Liquidators, No. 5, Queen's Rd. Centl.
FORTHCOMING EVENTS.
Wednesday, 13th Aug.—
9 P.M.—New Bananman Opera Co. at the Theatre Royal—"The Pink Lady."
Thursday, 14th Aug.—
9 P.M.—New Baidmann Opera Co. at the Theatre Royal—"The Dairymaids."
Friday, 15th Aug.—
9 P.M.—New Baidmann Opera Co. at the Theatre Royal—"Autumn Manoeuvres."
Saturday, 16th Aug.—
Noon—Hongkong and Shanghai Banking Corporation Meeting of Shareholders at the City Hall.

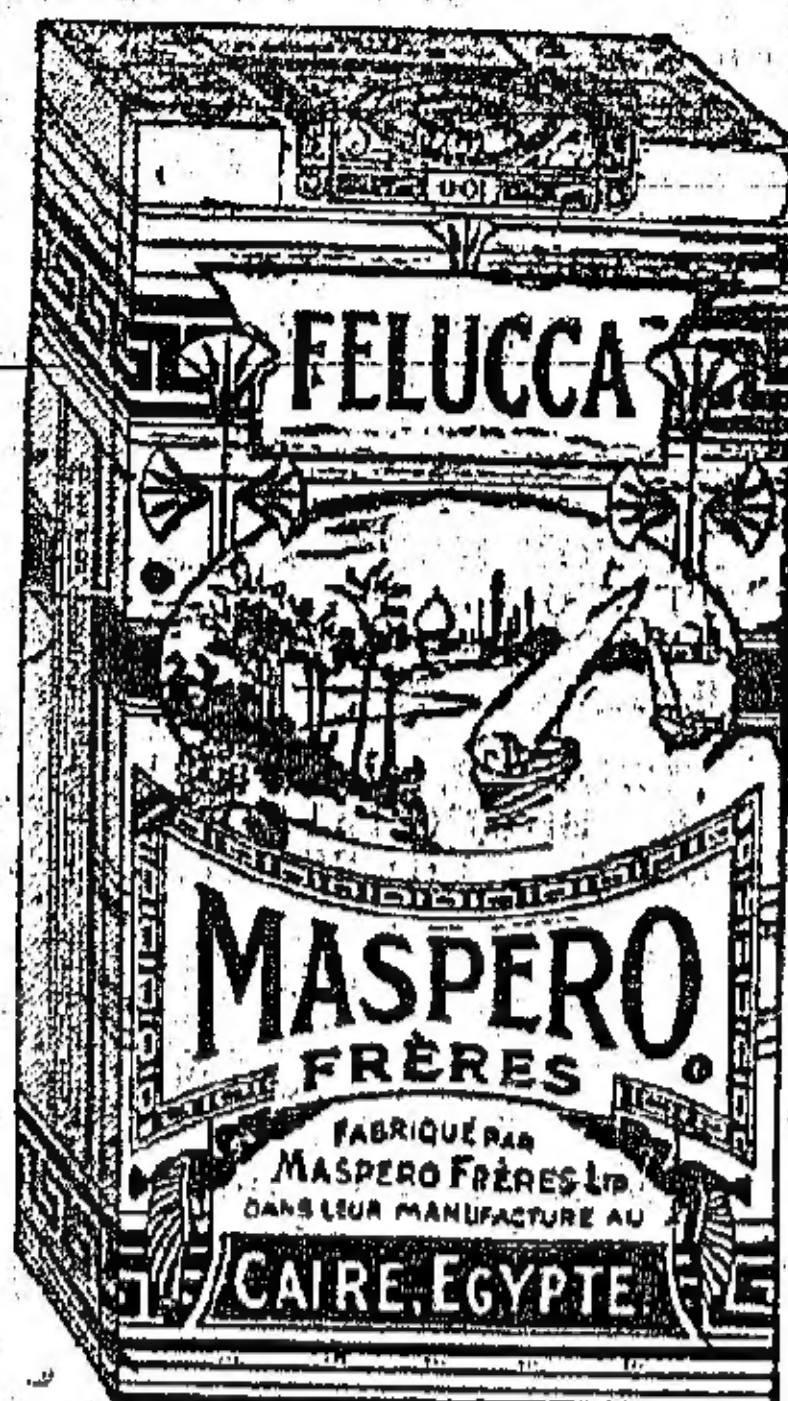
Tuesday, 2nd Sept.—
11 A.M.—Auction of H.M.S. "Alacrity" on board at H.M. Naval Yard.
11 A.M.—Auction of H.M.S. "Handy" and H.M.S. "Janus" on board at H.M. Dockyard.

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FOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1913. With INDEX. Price \$7.50.
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Hongkong, 3rd July, 1913.

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KOHLER'S CHOCOLATES.**

COMPETITION NO. 4.

PRIZE ANNOUNCEMENT.

WE have pleasure in announcing the result of the "ADLET" Competition as advertised during June:—

In our opinion the best collection of ADLETS has been sent in by one whose nom de plume is "FINE," and a WRIST WATCH has been awarded accordingly.

Prizes of Chocolate have also been awarded to the following:

"ELECTRA."
"FELICIA."
"FORNOSA."
"TIGER."
"BILLY."
"BELVOIR."
"S. H. L."

[34-1]

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[42-2]

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Documents translated from or into Classical or Colloquial Chinese.

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A TABLE OF THE
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